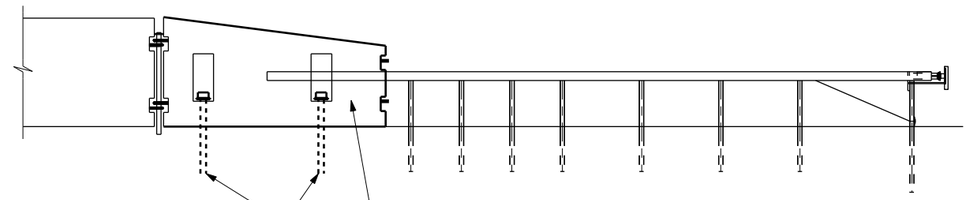
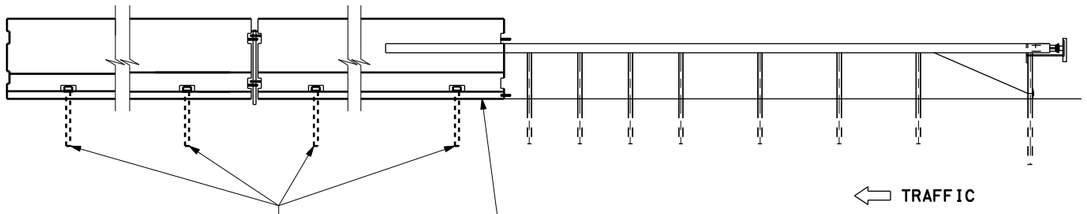


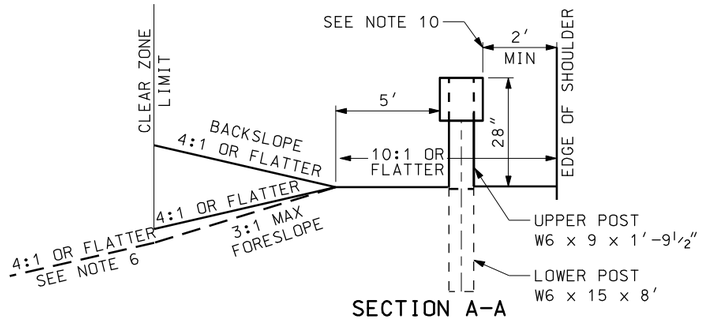
DETAIL WHEN SYSTEM IS INSTALLED WITH CONSTANT SLOPE BARRIER

(GROUND MOUNTED POST SHOWN, SURFACE MOUNTED STEEL BREAKAWAY POST ACCEPTABLE, SEE NOTE 5)

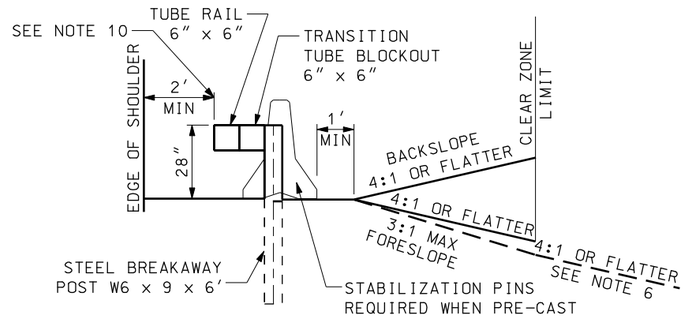


DETAIL WHEN SYSTEM IS INSTALLED WITH NEW JERSEY SHAPED BARRIER

(GROUND MOUNTED POST SHOWN, SURFACE MOUNTED STEEL BREAKAWAY POST ACCEPTABLE, SEE NOTE 5)

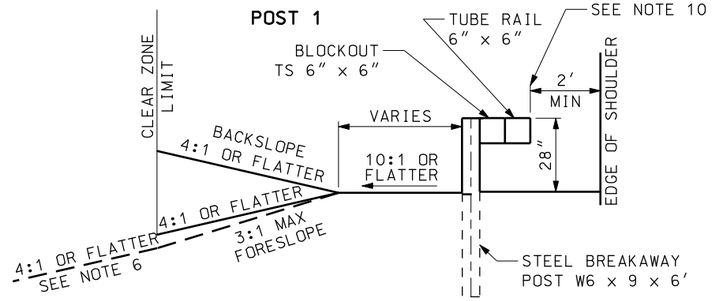


SECTION A–A



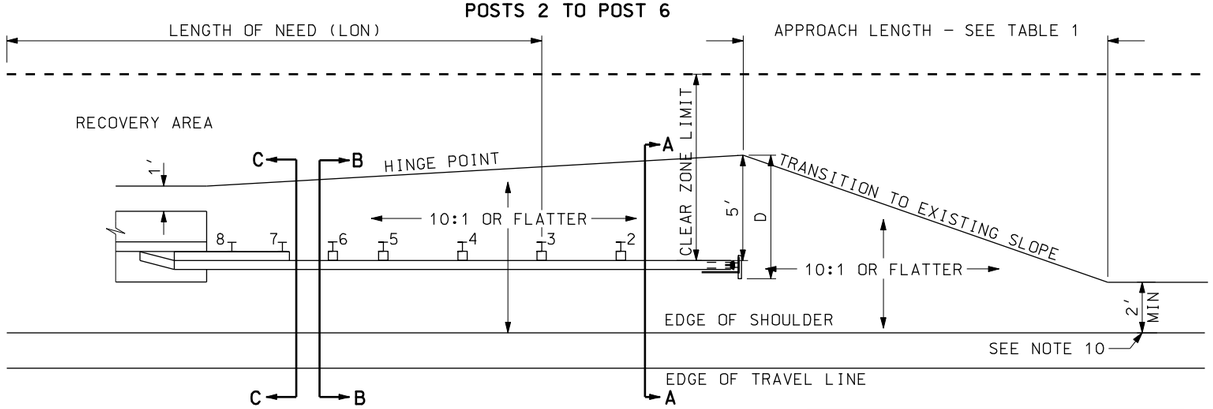
SECTION C–C

POSTS 7–8



SECTION B–B

POSTS 2 TO POST 6



SUPPLEMENTAL DRAWING

TABLE 1	
SPEED MPH	TAPER
LESS THAN 40	7:1
40 TO 55	10:1
60 TO 75	15:1

D X TAPER= APPROACH LENGTH

NOTES FOR CRASH CUSHION TYPE F

1. THE BEAT-SSCC, MANUFACTURED BY ROAD SYSTEMS INC. SEE UDOT'S GUIDELINES FOR CRASH CUSHIONS FOR SPECIFIC SYSTEM DETAILS.
2. USE SYSTEM WHEN DIRECT ATTACHMENT TO BARRIER IS REQUIRED AND THERE IS LESS THAN 125 FEET OF LONGITUDINAL SPACE IN FRONT OF THE HAZARD. INSTALL SYSTEM AS PER UDOT'S AND MANUFACTURER'S SPECIFICATIONS.
3. ATTACH SYSTEM TRANSITION TO BARRIER OR BRIDGE PARAPET AS PER MANUFACTURER'S REQUIREMENTS.
4. HAVE SHOP DRAWING AVAILABLE ON SITE FOR REFERENCE DURING INSTALLATION.
5. THE BEAT-SSCC REQUIRES A GRADED AND COMPACTED SURFACE WHEN GROUND MOUNTED POSTS ARE USED. SURFACE MOUNTED POST OPTIONAL, USE MANUFACTURER'S SPECIFICATIONS FOR CONCRETE PAD, POSTS AND MOUNTING HARDWARE.
6. COMPLETE SLOPE PREPARATION PRIOR TO INSTALLING SYSTEM.
   A. USE 10:1 OR FLATTER SLOPES IN APPROACH AREA.
   B. USE 4:1 OR FLATTER FORESLOPE OR BACKSLOPE IN THE RECOVERY AREA.
      1) IF A 4:1 FORESLOPE IN RECOVERY AREA IS IMPRACTICAL USE A RECOVERY AREA AT THE TOE OF THE 3:1 FORESLOPE OF 4:1 OR FLATTER.
      2) MAXIMUM 4:1 BACKSLOPE TO THE CLEAR ZONE LIMIT IN THE RECOVERY AREA.
7. CLEAR RECOVERY AND APPROACH AREAS OF ANY FIXED OBJECTS OR HAZARDS.
   A. DO NOT PLACE SIGNS OR POLES IN APPROACH AREA.
   B. USE BREAKAWAY SIGNS OR POLES WHEN PLACED IN RECOVERY AREA. MAINTAIN A MINIMUM 10 FOOT CLEARANCE TO SYSTEM.
8. INSTALL REQUIRED MARKING AS PER STD DWG CC 1, TYPE G.
9. REFER TO THE CURRENT EDITION OF THE AASHTO ROADSIDE DESIGN GUIDE TO DETERMINE LENGTH OF NEED (LON) AND CLEAR ZONE REQUIREMENTS.
10. WHEN ROADWAY DESIGN REQUIRES A 12′ OR WIDER EFFECTIVE SHOULDER THE 2′ MIN BARRIER OFFSET IS OPTIONAL.

REVISIONS

NO.	DATE	APPR.	REMARKS
1	04/24/08	GS	ADDED MISSING INFORMATION.
2	10/30/08	MEE	ADDED ADDED NOTE 10 AND DETAILS REARRANGED. REVISED NOTE 7 AND TABLE 1 AND SEVERAL EDITORIAL UPDATES.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — OCT.30.2008 DATE
CHAIRMAN STANDARDS COMMITTEE
APPROVED — OCT.30.2008 DATE
DEPUTY DIRECTOR

CRASH CUSHION TYPE F BEAT-SSCC
STANDARD DRAWING TITLE

STD DWG
CC 7B

DGN File:L:\Standard_Drawings\Imperial\2008Approved\v_Supplemental_Issues\v_Supp4Approved\CC07B.dgn
02-DEC-2008